Fisheries and Oceans Canada | Pêches et Océans Canada

Marine Outlook

Highlights of the Marine Industry

AUGUST 2008

ISSUE 22

TABLE OF CONTENTS

Ports of Quebec 1
Maritime Safety 5
Seaway 5
Maritime transport in Canada 6
Maritime transport in Québec 6
Environment 6
Commodities 7
Ferries 8
Excursion cruises 9
International Cruises 9
Pleasure boating 10

PORTS IN QUEBEC

Montreal

Increase in handled tonnage

During the first quarter of the year, the tonnage handled at the Port of Montreal totalled 12.9 Mt, or a 7 % increase compared to the same period from the previous year. The tonnage of containerized goods and petroleum products increased by 10 % and 23 % respectively. The dry bulk cargo tonnage, however, recorded a 7 % drop. The port welcomed 649 ships or some thirty less than the first quarter of the previous year.[1]

Quebec

Increase in handled tonnage

On June 30, 2008, the tonnage handled at the Port of Quebec totalled 11.8 Mt, or a 3 % increase in comparison to the same period from the previous year. The port welcomed 596 ships, or some fifty more than during the first quarter of 2007.[2]

Sept-Îles

Increase in handled tonnage

On June 30, 2008, 11 Mt of commodities were handled at the Port of or 30 % more than the same period from the previous year. This increase is due to the increase of iron ore tonnages. During the first quarter of 2008, 248 ships visited the port, or approximately twenty more than during the same period of the previous year.[3]

Port-Cartier

Drop in handled tonnage

On June 30, 2008, the tonnage handled at the Port of Port-Cartier totalled 7.5 Mt, or a 6 % drop over the same period from last year. This drop can be explained by a slight drop in transhipments of concentrate and iron pellets, as well as grains and petroleum. During the first quarter of the year, 178 ships transited through

[1] Montreal Port Authority

[2] Quebec Port Authority
[3] Sept-Îles Port Authority

the Port of Port-Cartier, or ten or so less than the first quarter of 2007.[4]

Moreover, the Compagnie Québec Cartier changed its name last May. At that time, it became ArcelorMittal Mines Canada. The Groupe ArcelorMittal anticipates that the mine will reach 75 % to 85 % self-sufficiency by 2012. In order to do this, it assesses various avenues to increase the current production of concentrate and pellets. They notably anticipate producing more at Mont-Wright and at Fire Lake, and also mining new deposits.[5]

Sorel-Tracy

Increase in handled tonnage

On June 30, 2008, the tonnage handled at the Port of Sorel-Tracy totalled 2.5 Mt, or 12 % more than during the first quarter of 2007. This performance can largely be explained by the increase in ilmenite tonnage. In terms of traffic, 122 ships have transited through the port since the beginning of the year.[6]

Port-Alfred

Increase in handled tonnage

On June 30, 2008, the tonnage handled at the Port of Port-Alfred totalled 2.4 Mt, or an increase of 9 % in comparison to the same period from last year. The increased tonnages of bauxite, alumina, green coke, calcinated coke and sodium hydroxide more than compensated for the drop in fluorite and fuel oil transhipments. In terms of traffic, 71 ships transited through the port during the first quarter of 2008, or 6 more than for the same period of last year.[7]

Baie-Comeau

Drop in handled tonnage

led at the
On June 30, 2008, the tonnage handt, or 8 %
Port of Baie-Comeau totalled 1.9 Mhe drop in
less than on the same date in 2007. Tlts mainly
grain and cereal grain transhipmenthe same
explains this decline in tonnage. At tne fifteen
time, the port welcomed 97 ships son7.[8]
less than during the first quarter of 200

oximately
We must add to this tonnage apprd through
301,000 t of commodities that transite*Georges-*
the Port of Baie-Comeau via the nonths of
Alexandre-Lebel during the first six mparison to
the year, this being a 7 % drop in comp of traffic,
the same period of last year. In terms between
the train ferry made 176 return trips
Baie-Comeau and Matane.[9]

de Baie-
The Société du port ferroviaire augurated
Comeau-Hauterive (SOPOR) finally inacentre is
its new transhipment centre. This c and is
located in the city's industrial parke railway.
connected to the port by a 6.3 kilometrcomeau's
The new facilities will reinforce Baie-Gportation
role as an intermodal table for the transaluminum
of products for the forestry and a
companies of the North Shore.[10]

invest in
The multinational Alcoa plans to soon Comeau.
the repair of its port facilities in Baie-(tens of
The investment should be several ed that in
millions of dollars. It should be mentiont intention
March, the multinational announced its its plant
to invest 1.2 billion dollars for improving
in Baie-Comeau.[11]

---

[4] Port-Cartier Port Authority.
[5] Côté, Caroline, « Compagnie minière Québec Cartier - Une page d'histoire se tourne », Journal Le Nord-Côtier, May 30, 2008.
[6] «Detailed report of the tonnage handled in the harbours and ports of Quebec », Transport Canada, 2007 and 2008.
[7] Port-Alfred Port Authority.

urs and
[8] «Detailed report of the tonnage handled in the harbou ports of Quebec », Transport Canada, 2007 and 2008 *andre-Lebel*
[9] « Reports of tonnages handled on the *Georges-Alexa* train ferry», SOPOR and COGEMA, 2007 and 2008.
[10] « Baie-Comeau - La Sopor inaugure enfin son centre intermodal », Les Affaires, June 7, 2008. bsite, June
[11] « Alcoa - Comme un quai neuf », Radio-Canada We 7, 2008.

Havre-Saint-Pierre

Increase in ilmenite tonnage

On June 30, 2008, the tonnage of ilmenite QIT iron titanium trioxide handled at the Port of Havre-St-Pierre was estimated at 1.6 Mt[12], or 7 % more than the same period of last year. We must add to this total the tonnage of various commodities handled at the pier of the *Corporation de développement et de gestion du port de Havre-Saint-Pierre*. For reasons beyond our control, it was not possible to obtain this tonnage for the first two quarters of the year. We should mention, however, that this tonnage does not count for much in relation to the total tonnage handled at Havre-St-Pierre.

Trois-Rivières

Increase in handled tonnage

On June 30, 2008, the tonnage handled at the Port of Trois-Rivières totalled approximately 1.1 Mt, or 7 % more than for the same period of last year. The strong increase of grain and cereal grain tonnages more than compensated for the drops in liquid cargo and dry bulk cargo tonnages, as well as the general commodities. Moreover, the port welcomed 100 ships or some forty less than during the first quarter of last year.[13]

The Port of Trois-Rivières is getting ready to launch its modernization program for its facilities which will take place over twelve years. Valued at $146 M, the project will make it possible to notably allow the port to double its transhipment capacities. In addition to the modernization program improving access to the port, its goal is also to increase its competitiveness on an economic level. [14]

[12] Estimate calculated on the basis of ilmenite tonnage handled at the Port of Sorel-Tracy provided by Transport Canada.
[13] Trois-Rivières Port Authority.
[14] Rochette, Marc, « Projet de 146 millions de dollars au port de Trois-Rivières », Le Nouvelliste, May 15, 2008.

Bécancour

Drop in handled tonnage

On June 30, 2008, the tonnage handled at the Port of Bécancour totalled 881,000 t, or a 4 % drop in comparison to the same period of last year. This drop of tonnage in Bécancour can be explained by the drop in coke and sepiolite transhipments. The port welcomed 72 ships, or 7 % less than during the first quarter of 2007.[15]

The industrial and port parks of Bécancour will soon welcome a canola and soy grain crushing plant. The Twin Rivers Technologies Company will invest more than $150 M to build the new facilities. Furthermore, the port will go ahead with the construction of a special terminal to accommodate eolian components produced by the Marmen Company.[16]

Port-Saguenay

Increase in handled tonnage

On June 30, 2008, the tonnage handled at the Port of Port-Saguenay totalled 143,000 t, or a 3 % improvement over the same period in 2007. The strong increase in de-icing salt tonnage, caused by the past ferocious winter, explains this increase in total tonnage, and this, despite the drop in wood pulp, aluminum, sodium hydroxide and liquid pitch transhipments. The port welcomed 22 ships during the first quarter of 2008.[17]

Matane

Increase in handled tonnage

At the end of June, 2008, the tonnage handled at the Port of Matane totalled 127,000 t, or 8 % more than on the same date of the previous year, due to the increase in wood pulp and wood chip transhipments. In terms of traffic, the

[15] Bécancour Port Authority.
[16] Laberge, Annabelle, « Des millions $ investis dans le Parc industriel », Courrier Sud, April 26, 2008.
[17] Port-Saguenay Port Authority.

port welcomed 20 ships during the first quarter of the year.[18]

Moreover, we must add approximately 311,000 t of commodities that transited through the Port of Matane via the *Georges-Alexandre-Lebel*. In terms of traffic, the train ferry made 184 return trips (176 between Baie-Comeau and Matane and 8 between Matane and Sept-Îles).[19]

Transport Canada recently announced that dredging work at the Port of Matane will be conducted this fall. This will allow the port to return to a depth of 8 meters in the harbour and 8.2 meters at the berths.[20]

Rimouski

Increase in handled tonnage

At the end of June, 2008, the total tonnage handled at the Port of Rimouski reached 116,000 t, or 2 % more than the same period of the previous year. The increase in de-icing salt transhipments entirely explains this increase. The port welcomed 34 ships during the first quarter.[21]

Transport Canada announced that the execution of plans and specifications to conduct the dredging of the Port of Rimouski could commence soon since the sampling of sediment qualities at the port had been completed. Incidentally, the dredging of the port is planned for the end of the summer of 2009.[22]

[18] « Detailed report of the tonnage handled in the harbours and ports of Quebec », Transport Canada, 2007 and 2008.
[19] « Reports of tonnages handled on the *Georges-Alexandre-Lebel* train ferry», SOPOR and COGEMA, 2007 and 2008.
[20] « The Government of Canada continues its investments in the ports of Rimouski and Matane in Quebec », Press Release, Transport Canada, August 20, 2008.
[21] «Detailed report of the tonnage handled in the harbours and ports of Quebec », Transport Canada, 2007 and 2008.
[22] «The Government of Canada continues its investments in the ports of Rimouski and Matane in Quebec », Press Release, Transport Canada, August 20, 2008.

Gaspé

Increase in handled tonnage

On June 30, 2008, the tonnage handled at the Port of Gaspé reached 65,000 t, or a 116 % increase in comparison to the first quarter of last year. The growth of de-icing salt, sand and gravel, petroleum and fuel product transhipments entirely explains this increase in tonnage. At the same time, the port welcomed 14 ships during the first quarter of the year.[23]

Valleyfield

Drop in handled tonnage

On June 30, 2008, the tonnage handled at the Port of Valleyfield totalled 61,300 t, or a 26 % drop in comparison to the same period from last year, due to a significant decrease in dry bulk cargo. The port has welcomed 24 ships since the beginning of the year.[24]

Gros-Cacouna

Drop in handled tonnage

On June 30, 2008, the tonnage handled at the Port of Gros-Cacouna neared 61,000 t, or 44 % less than at the same time the previous year. The drop in newspaper and lumber transhipments entirely explains this decline in tonnage in Gros-Cacouna. In terms of traffic, the port has welcomed 18 ships since the beginning of the year.[25]

Pointe-au-Pic

Drop in handled tonnage

On June 30, 2008, the tonnage handled at the Port of Pointe-au-Pic totalled 53,400 t, or a 17 % drop over the same period of last year. This decline can be entirely explained by the drop in newspaper tonnage. As for marine traffic, it decreased with a total of 9 ships, this in

[23] «Detailed report of the tonnage handled in the harbours and ports of Quebec ». Transport Canada, 2007 and 2008.
[24] Ibid
[25] Ibid

comparison to 13 for the same period of last year.[26]

SUMMARY FOR FIRST TWO QUARTERS OF 2008

Estimate and comparison of tonnages handled in the major ports of Quebec during the first two quarters of 2007 and 2008

List of ports	2008 Jan. - June	2007 Jan. - June	Trend[27] 2008 / 2007
1. Montreal	12.9 Mt	12.1 Mt	+ 7 %
2. Quebec	11.8 Mt	11.5 Mt	+ 3 %
3. Sept-Îles	11 Mt	8.5 Mt	+ 30 %
4. Port-Cartier	7.5 Mt	8 Mt	- 6 %
5. Sorel	2.5 Mt	2.3 Mt	+ 12 %
6. Port-Alfred	2.4 Mt	2.2 Mt	+ 9 %
7. Baie-Comeau [28]	1.9 Mt	2.1 Mt	- 8 %
8. Havre-St-Pierre [29]	1.6 Mt	1.5 Mt	+ 7 %
9 Trois-Rivières	1.1 Mt	1 Mt	+ 7 %
10. Bécancour	881 kt	921 kt	- 4 %
11. Port-Saguenay	143 kt	138 kt	+ 3 %
12. Matane [28]	127 kt	118 kt	+ 8 %
13. Rimouski	116 kt	114 kt	+ 2 %
14. Gaspé	65 kt	30 kt	+ 116 %
15. Valleyfield	61 kt	83 kt	- 26 %
16. Gros-Cacouna	61 kt	108 kt	- 44 %
17. Pointe-au-Pic	53 kt	64 kt	- 17 %
Total	**54.2 Mt**	**50.8 Mt**	**- 6 %**

Sources: Port authorities and Transport Canada.

Compilation: DRPE, Fisheries and Oceans Canada, Quebec region

M: millions; k: thousands

[26] « Detailed report of the tonnage handled in the harbours and ports of Quebec », Transport Canada, 2007 and 2008.
[27] The tonnage trends are calculated using non rounded handled tonnage data.
[28] These data do not include the tonnage transiting through the Ports of Baie-Comeau and Matane via the *Georges-Alexandre-Lebel* train ferry.
[29] Estimate calculated on the basis of ilmenite tonnage handled at the Port of Sorel-Tracy provided by Transport Canada.

MARINE SAFETY

Investments in marine safety

Transport Canada announced the disbursement of the fifth and last financing phase in the scope of the Contribution program for marine safety. A total value of $5 M, the funds available will make it possible for internal ferry operators to reinforce their security systems and programs and this, in order to help them meet the requirements of the Marine Transportation Security Regulations and to comply with the International Ship and Port Facility Security Code.[30]

SEAWAY

Slight drop in tonnage transported on the Seaway

During the first 2008 quarter, The St. Lawrence Seaway welcomed 1,439 ships, which represents a slight 2 % drop in comparison to the previous year. A drop in tonnage was, however, observed during the same period. In fact, ships transiting on the Seaway transported 13.7 Mt, or 3 % less than for the same period of last year. This decline can be explained by a drop in steel imports, caused by the fall of the American dollar, the economic slowdown and the elevated price paid for steel on the international market.[31]

Despite the drop in transit, the St. Lawrence Seaway Management Corporation announced that the incentives launched at the beginning of the 2008 navigation season have translated into an increase in the transportation of new commodities. On June 30, 295,000 t of new types of commodities transited on the Seaway. These commodities include, among others,

[30] « Minister Cannon helps strengthen marine security », Press Release, Transport Canada, June 26, 2008.
[31] « Seaway Monthly Traffic Results - As of June 30, 2008 », The St. Lawrence Seaway Management Corporation, June 2008; « Seaway's bid to diversify its cargo base gaining traction », Press Release, The St. Lawrence Seaway Management Corporation, July 9, 2008.

an turbines which are sent
biofuels and eoliamerica.[32]
throughout North A

TRANSPORT IN MARITIME CANADA

'affrètement des navires
Hausse du coût d'Canada
commerciaux au C

orting firms in North America
The owners of exp ant growth in the cost of ship
must face a signific r, there is a scarcity in terms
freighting. Moreove in the Atlantic and Asia.
of ship availabilityer Alain Bouchard, General
According to Mist aguenay, firms needing to
Director of Port-Slumes of commodities over
transport large vointribute to an astronomical
long distances cotal fees by ship owners.
increase in ship ren

reight costs for a cargo ship
For example, the fn $10,000 and $75,000 per
can range betweerfage, demurrage[33], hauling,
day. Fees for whadities, etc. must be added to
storage of commod of scarcity that prevails on
this. In this settingt, the ship owners navigating
the shipping marketould have a tendency to fight
the St. Lawrence cortation contracts that have a
over freight transpo.[33]
higher added value.

TRANSPORT IN MARITIME QUEBEC

system for marine pilots of
A new navigation s
the St. Lawrence

f the St. Lawrence will have
The marine pilots ystem. Henceforth, they will
a new electronic sboard with their own laptop
be able to get on ill give them access, in real
computer, which wequired for navigation. The
time, to the data rbe made aware, in real time,
pilots will therefore shoals and the presence of
of currents, tides, s

fy its cargo base gaining traction »,
[32] « Seaway's bid to diversi rence Seaway Management
Press Release, The St. Law
Corporation, July 9, 2008.
[33] Villeneuve, Denis, « La d emande en transport maritime
surchauffe - Les coûts d'affrètement ont triplé », Progrès-
Dimanche, July 13, 2008.

other ships. Continuous updates will be provided by Marinfo, the marine information portal for the Quebec region. It should be noted that a major innovation of the system remains the forecast for the intersecting points of ships. This information will allow pilots to adjust their speed in order to avoid crossings in dangerous areas of the river.[34]

ENVIRONMENT

A $60 M investment for the reduction of greenhouse-gas emissions

Last May, Transports Québec announced a $60M investment that will be paid to companies or organizations in the scope of the Assistance program aimed at reducing greenhouse-gas emissions (GHG) by implementing intermodal projects into the transportation of commodities. More specifically, this program will make it possible to financially assist companies or organizations who will present projects enabling the reduction of GHGs via a better integration of transportation methods or by the use of railway or marine transportation.[35]

Concerns produced by the control project of the St. Lawrence River water level

In the scope of the St. Lawrence River water level modification project, the City of Quebec asks the Great Lakes and St. Lawrence Cities Initiative to pressure the International Joint Commission (IJC) to become stakeholders in the discussions surrounding this project. The City of Quebec fears that the combined factors of a low water level and a higher ocean water level due to climatic changes will make the river's saline front advance to the capital's and Lévis' water intakes.

This position, however, goes against the wishes of several cities that lie around the Great lakes. In fact, they prefer the rise in water levels that

[34] Pratte, Anne-Sophie, « Les pilotes du Saint-Laurent sont à la fine pointe de la technologie », Le Soleil, June 19, 2008.
[35] « Un investissement de 60 M$ pour la réduction des émissions de gaz à effet de serre », Press Release, Transport Québec, May 27, 2008.

would occur with the modification of the flow. The cities of Quebec, Trois-Rivières and Montreal want the Quebec Government to intervene in this debate in order to have their opinions validated regarding the protection of the St. Lawrence River because the decisions regarding the levels of the Great Lakes can impact the river.[36]

In this matter, the Quebec Government has recently requested that the federal government reject the new St. Lawrence River water level management plan by directly intervening with the IJC to block the enactment of its proposed project. In the opinion of Quebec ministers Monique Gagnon-Tremblay (International relations and Line Beauchamp (Environment), the IJC project contains significant deficiencies for the environment, economy and the coastal cities of Quebec.[37]

COMMODITIES

Iron ore

Increase in the Canadian production of iron ore

The most recent statistics demonstrate a Canadian production of approximately 4 Mt for the first five months of the year, or 19 % more than for the same period of last year. The global iron ore market is doing very well and remains strongly impacted by the strong Chinese demand. The astronomical rise of iron prices over the last few years continues to benefit Quebec mines which do not cease to expand by notably starting up new deposit mining.[38]

[36] Moreault, Éric, « Bras de fer sur le débit du fleuve », Le Soleil, July 19, 2008.
[37] Côté, Charles, « Plan de gestion du débit du Saint-Laurent - Québec demande à Ottawa de rejeter le projet », La Presse, June 19, 2008.
[38] « Production of Canada's Leading Minerals », Natural Resources Canada, May 2008; Asselin, Nicolas, « De nombreux gisements encore inexploités - Le monde minéral a le vent dans les voiles », Journal Le Nord-Côtier.

Grains and oilseeds

Anticipated increase of production and exports

The most recent estimates from the Department of Agriculture and Agri-Food predicts that the production of grains and oilseeds for the 2008-2009 crop year in Canada will increase to reach 64 Mt compared to 60 Mt in 2007-2008. These forecasts presume, however, normal precipitations for the growth and harvest periods, as well as a good harvest quality. As for Canadian grain and oilseed exports, they could increase by 7 %. This being said, they could be limited by a strong internal demand, generated by an increased use of corn for the production of ethyl alcohol.[39]

Aluminum

Increase in the Canadian production of aluminum

According to analysts, the recent annual growth of 5 to 8 % of the global consumption of aluminum should remain stable for the new few years. It could even reach 10 % in 2008, to locate itself around 7 to 8 % during the next decade. In this context, the Canadian aluminum industry, (mainly located in Quebec), which accounts for 8 % of the global production, is in a very good position to keep afloat. As a matter of fact, the most recent statistics demonstrate a Canadian production of 269,000 tons for the first five months of the year, or a slight 1 % increase compared to the same period of last year.[40]

Alcoa has recently announced that it plans to expand its fusion plant in Deschambault. In fact, Alcoa hopes to invest 1.4 billion dollars in the modernization of its aluminum plant, which will make it possible to double its production

[39] Proulx, Marc-Urbain, « La stratégie québécoise de l'aluminium », Le Devoir, July 30, 2008; « Production of Canada's Leading Minerals », Natural Resources Canada, May 2008.
[40] « Prévisions à l'exportation – janvier 2008 », Export Development Canada, January 2008.

capacity. The plant in Deschambault currently produces 250,000 tons of aluminum per year.[41]

Furthermore, studies conducted by the Institut national de recherche scientifique (INRS) confirm the significant concentration of alumina in the Grande-Vallée deposit. In fact, a core analysis sample taken from a portion of the site reveals the presence of a large quantity of alumina. According to the INRS geologists, the ore concentration is situated between 23 % and 27 %. These results are motivating the Exploration Orbite Company to follow through with its development plan and to maintain its project for processing alumina in Eastern Quebec. To that effect, the company has also reached an agreement with the Alouette aluminum plant in Sept-Îles regarding a plant project in the region of Sept-Îles.[42]

Lumber and newspaper

The weak demand for lumber continues

The economic slowdown in North America impacts the Canadian lumber industry, which has already had a rough ride for several years. More specifically, the industry is strongly impacted by the at-risk American real-estate loan crisis, which translated into a decline in residential construction in the United States, a large consumer of lumber. We should note that between 80 and 90 % of Canadian lumber exports are expedited to the United States.[43]

Difficult conditions for newspaper

In the newspaper sector, the very difficult conditions that the Canadian producers have been facing for a few years are not improving. In North America, the Canadian newspaper industry is still facing a significant drop in newspaper demand. At the same time, they are confronted with the strength of the Canadian dollar, a growing competition with China and a strong increase in the cost of raw materials, notably energy and fibre.[44]

Natural gas

The Rabaska project assured a supply of liquefied natural gas

The Russian natural gas producer, Gazprom, plans to deliver liquefied natural gas (LNG) to the Lévis terminal in 2014. This agreement ensures the supply of gas for the Lévis liquefied natural gas carrier and this, for several years. The Russian giant has confirmed that it has selected the Rabaska project to commence the deployment of its energy platform in North America. Gazprom has, however, closed the door on a future partnership with Énergie Cacouna in the Lower St. Lawrence.[45]

FERRIES

A new ferry for the Magdalen Islands

The Quebec Government will have a new ferry built in Matane in order to ensure a marine connection between Cap-aux-Meules and the Île d'Entrée of the archipelago in the Magdalen Islands. The ferry will be capable of accommodating 25 passengers per trip. Moreover, it will be capable of transporting a 30-ton truck, which will facilitate supplying islanders with commodities. The new steel ship will also make it possible to extend the service duration from 8 to 10 months per year, since it will be able to navigate longer in the ice. The delivery of the ferry, which will be the property of the Société des traversiers du Québec, is anticipated for May, 2009.[46]

The ferry service between Trois-Pistoles and Les Escoumins re-commences

After three years of interruption, the *Héritage 1* ferry which forms the marine link between Trois-

[41] St-Hilaire, Marc, « Alcoa lance une division destinée aux PME », Le Quotidien, June 25, 2008.
[42] « Gisement d'alumine - Grande-Vallée tient ses promesses », Site Web de Radio-Canada, May 27, 2008.
[43] Théoret, Raymond, « Le ralentissement se confirme », Les Affaires, May 31, 2008; « Industrie forestière - Perte de 750 millions », La Presse, June 12, 2008.

[44] Ibid
[45] Couture, Pierre, « Du gaz à Rabaska en 2014 », Le Soleil, May 16, 2008.
[46] « Québec fait construire un nouveau navire pour les Îles-de-la-Madeleine », La Presse Canadienne, May 27, 2008.

Pistoles and Les Escoumins re-started its service last June. The resumption of activities at the Compagnie de navigation des Basques secures jobs for 25 individuals. The activities from the Trois-Pistoles - Les Escoumins ferry generates economic benefits of $5M per year for the regions of Basques and Escoumins.[47]

A new ferry service for the region of Montreal

A new ferry service was launched in the region of Montreal on June 16 of this year. In fact, *Daniel's* ferry ensures the link between Île-des-Soeurs and dry land. The ferry that is capable of accommodating pedestrians and cyclists is operational every day, from 8 am to 8 pm, until October. With twelve persons on board per trip, six with their bicycles or golf bags, the trajectory of approximately 300 metres takes only five minutes. This is a good way to unite usefulness and fun in order to, among other things, use the cycling path from one bank to the next.[48]

EXCURSION CRUISES

No new additional mooring permits

The Saint-Laurent-Saguenay Marine Park has decided that no new mooring permits in the home ports of Charlevoix-Haute-Côte-Nord will be granted to one of the companies offering excursion cruises destined for the observation of marine mammals. This decision follows a recommendation from the Groupe de recherche et d'éducation sur les mammifères marins (GREMM) that worries about the impact from increased marine traffic on marine mammal populations in the Saguenay fiord.

We should mention that in the fiord, 59 permits for whale watching are granted, which are divided between 17 companies. However, the companies must also have a mooring permit. Furthermore, we estimate that there are 250,000 cruise passengers who take part in observation excursions of large marine mammals.[49]

INTERNATIONAL CRUISES

Sept-Îles prepares to welcome its first cruise passengers

The *Maasdam*, the first cruise ship to anchor in the bay of Sept-Îles is expected in May 2009. One thousand cruise passengers are then expected. From then on, the Monseigneur-Blanche pier will have to be extended by sixty metres and a ferry dock of almost 200 metres will be built. Five cruise companies have confirmed their visits to Sept-Îles in 2009 and 2010. This is close to 12,000 cruise passengers and crew members that will be welcomed in Sept-Îles.[50]

Record number of cruise passengers on the St. Lawrence in 2008

According to the Association des croisières du Saint-Laurent, the 2008 international cruise season will welcome a record number of cruise passengers on the St. Lawrence aboard 18 different ships. This means approximately 145,000 cruise passengers will visit at least 9 ports of call on the St. Lawrence, or a 45 % increase compared to the annual average of 100,000 cruise passengers since 2005. The picturesque landscapes, the French fact, the City of Quebec (main stop) and its rich historical past, the festivities for the 400th anniversary are all reasons to attract more international tourists for a cruise on the St. Lawrence.[51]

---

[47] « L'Héritage 1 reprend du service », Radio-Canada Website, June 13, 2008.
[48] Gauthier, Alexandre, « Un traversier pour découvrir les deux rives», Le Soleil, March 26, 2008.

[49] Desmeules, Stéphane, « Tension chez les croisiéristes », Le Soleil, June 21, 2008.
[50] « Développement des croisières - Sept-Îles se prépare », Radio-Canada Website, May 27, 2008. Lévesque, Fanny, « Accueil de croisières internationales à Sept-Îles - Enclenchement des travaux portuaires », Journal Le Nord-Côtier, May 30, 2008.
[51] Diotte, Simon « Croisières internationales - Année record dans le Saint-Laurent », La Presse, May 24, 2008

PLEASURE BOATING

Marine patrol officer training assigned to the Institut maritime

The Sûreté du Québec (SQ) entrusts the training of its marine patrol officers to the Institut maritime du Québec de Rimouski. To date, the training was offered by the Sûreté du Québec. The Institut will train 3000 officers on the use of nautical charts, weather monitoring, risk evaluations and emergency interventions.

The marine officers from the Sûreté du Québec must ensure that the safety regulations are followed on the rivers and lakes, while search and rescue, following a marine incident in the entire hydrographical basin of the St. Lawrence, will be ensured by the Canadian Coast Guard in correlation with the Canadian Armed Forces via its Centre de sauvetage maritime de Québec. However, when pleasure boaters navigate on internal waters, namely the lakes, the Sûreté du Québec also has the search and rescue mandate.[52]

Several drownings in Quebec take place during pleasure boating activities

According to the Conseil québécois du nautisme, pleasure boating is, among all marine activities, the one that causes the most drownings in Quebec. In 2007, 12 people lost their lives on Quebec waters. According to the Institut national de santé publique du Québec, more than 50 % of deaths in pleasure boats are caused by not wearing a life jacket when the small boats capsize or when a person falls overboard.

For the last two years, 28 pleasure boaters have died from drowning on Quebec waters, mostly men who were not wearing life jackets. Regarding the drowning causes, the boat capsizing is first with 92 % and the second cause is falling overboard.[53]

Since the start of the summer season, Quebec has had 13 drownings caused during pleasure boating activities (navigation and swimming) on its waters. This number already exceeds the total of 12 persons drowned last year.[54]

[52] « Formation des patrouilleurs nautiques - La SQ se tourne vers l'Institut maritime », Radio-Canada Website, May 15, 2008.

[53] « Le Conseil québécois du nautisme lance sa 19e campagne de sensibilisation », La Presse Canadienne, May 17, 2008;
« Formation des patrouilleurs nautiques - La SQ se tourne vers l'Institut maritime », Radio-Canada Website, May 15, 2008.

[54] Villeneuve, Denis, « Déjà plus que l'an dernier - Treize noyades au Québec », Le Progrès-Dimanche, June 22, 2008.

COMMENTS

For all comments, please send to:

Marital Maynard, economist

Policy and Economics Branch

Fisheries and Oceans Canada, Quebec region

Tel.: (418) 648-3039

Fax: (418) 648-8810

E-mail: marital.maynard@dfo-mpo.gc.ca

Marine Outlook is a quarterly reporting the highlights of marine transport activities in Quebec.

Produced by:

Policy and Economics Branch
Fisheries and Oceans Canada
104 rue Dalhousie
Québec (Québec)
G1K 7Y7

August 2008